

NORTH QUEENSLAND,

❧ ❧ ❧ AUSTRALIA. ❧ ❧ ❧



VIEW OF TOWNSVILLE FROM CASTLE HILL, NORTH QUEENSLAND.

. . A LAND TEEMING WITH WEALTH . .

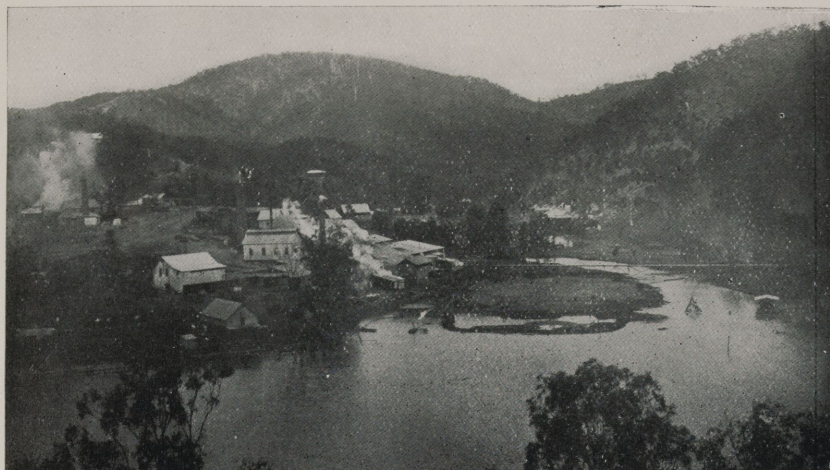
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NORTH QUEENSLAND

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IRVINEBANK—AN IMPORTANT MINING CENTRE—NORTH QUEENSLAND.

NORTH QUEENSLAND.

A FEW FACTS, FIGURES, AND PICTURES OF SPECIAL INTEREST
TO THE FOLLOWING

CAPITALISTS.

DAIRYMEN.

FARMERS.

HEALTH SEEKERS.

HOME MAKERS.

MINERS.

MINING INVESTORS.

PLANTERS.

SAWMILLERS.

SETTLERS.

TIMBER-GETTERS.

TIMBER MERCHANTS.

TOURISTS.

TRAVELLERS.

WORKERS OF ALL
KINDS.

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WHITSUNDAY PASSAGE.

NORTH QUEENSLAND.

INTRODUCTION.

NORTH QUEENSLAND—though it lies well within the Southern Tropics—possesses, owing to altitudinal differences, a great variety of climate, from the warm and moist of the coastal areas to the bracing atmosphere of the high tableland to the immediate west of the Bellenden-Ker Range. It is a land of varieties of soils suitable for many different branches of pastoral and agricultural operations, and in which a wide range of tropical and temperate climate products can be grown; where also, in some parts, rainfall, in regular season, can be measured by more than 100 inches per annum, while in others irrigation is resorted to in cultivation operations; from whence come the famous cedar, silky oak, maple, bean, and other widely-used ornamental timbers, and whose boundaries enclose mineral fields (yielding a wide range of valuable metallic ores) holding out bright prospects alike for prospector, mining investor, and miner. Yet again the traveller and tourist will find special attractions, for here, in the winter months, the coastal climate is fine and balmy, while grand and picturesque views are to be seen, not only from the passing steamers to the North, but also at, and accessible to, the ports of call. The health-seeker, too, will find in North Queensland change of scene and tonic climate to cure or relieve ailments that are benefited by such conditions. In fact, it is no misuse of the term to say, that here, indeed, is an Eldorado, for it is an attractive land of great dormant resources. It requires to be known and more closely settled, and to be developed by men of courage, determination, and grit, and by this means to add to the general advancement, while, at the same time, paving the way to fortune for some, or at least comfort for practically all, of those who recognise opportunities and know how to seize them.

GENERAL DESCRIPTION.

That portion of Queensland which it is intended to more specially refer to here may be said to lie between the 15th and 20th degrees of south latitude, with the coast line as its eastern, and the border line between Queensland and the Northern Territory of South Australia its western boundary. The coast line of this section is immediately backed by the main eastern range of Australia, at that point where the highest ridge most nearly approaches the sea. This ridge starts most definitely about Cardwell in the south, reaches its greatest altitude at Bellenden-Ker, between Geraldton and Cairns, and tails off to the north a little beyond Port Douglas. Immediately behind the highest stretch of this coastal ridge lie the fine agricultural areas of Atherton, Upper

Russell, and Evelyn, at an elevation of about 3,000 feet, and from 20 to 30 miles in a direct line from the seashore. This area is as yet but sparsely settled, and, owing to the exceptionally fertile volcanic soil and generous rainfall, is covered with dense jungle. Further to the west the land slopes, first quickly, and then, in the main, gently towards the Gulf of Carpentaria, with minor ranges interspersing, and embraces all the mineral country to be described, cattle stations, and other settlement outletting at the ports of Cairns, Normanton, and Burketown, and generally spoken of as the Gulf country; to the south towards the vast stretches of sheep country which centre at Richmond, Hughenden, and Winton, and also mineral fields having outlet at the port of Townsville. . . .

On the coastal areas the principal industries are those connected with tropical agriculture, which is carried on at the back of Bowen on the fertile plain areas of the Don and Proserpine; near Townsville, principally by aid of irrigation, on the delta lands of the Burdekin River; in the vicinity of Lucinda Point on the river flats of the valley of the Herbert River; at Geraldton, mainly on the alluvial soils on the Johnstone River; at Cairns, on the fine loams at the mouth of the Barron River, and the valley lands of the Mulgrave and Russell Rivers, and near Port Douglas on the alluvial flats of the Mossman River. Agricultural operations, on a lesser scale, are pursued in the valleys of the Bloomfield and Daintree Rivers, just south of Cooktown; Bailey's Creek, near Port Douglas; Babinda Creek, near Cairns; and Liverpool Creek, Tully River, and the stretch of coast land between Geraldton and Cardwell—in all these areas there is room for infinite expansion. It is, however, on the tableland agricultural areas of the Upper Russell, Evelyn, and Atherton—where semi-tropical and temperate climate agricultural products are grown—that the field is wide and opportunities many for the industrious and thrifty general farmer.

Particulars, in tabulated form, are given elsewhere of rainfall, temperature, duration of wet and dry seasons, and other information relating to the climatic conditions of North Queensland, and it may here suffice to remark that, generally speaking, the wet season extends from early January to end of April, and the moderately dry season from May to the end of the year, while the mild winter season may be said to run from April to September, and the warmer summer from October to March. The rainfall is heaviest on the east coast, and becomes less and less at points towards the western interior; the greatest rainfall is on that part of the coast adjacent to the Bellenden-Ker Range, from Lucinda Point to Port Douglas, and at Geraldton in particular, where the fall is 135 inches, while Cairns records 77, Townsville 42, and Port Douglas about 86 inches per annum as the average figures of several years. Temperatures vary with elevation and distance from the coast, and mean thermometric figures must be taken in conjunction with other factors, such as longitude, altitude, humidity, and surrounding, in order to form a correct opinion. At some times and places the climate is rather hot at certain periods of the year and salubrious at other periods. This refers primarily to the coastal sea-level sections, while at points such as the elevated mining



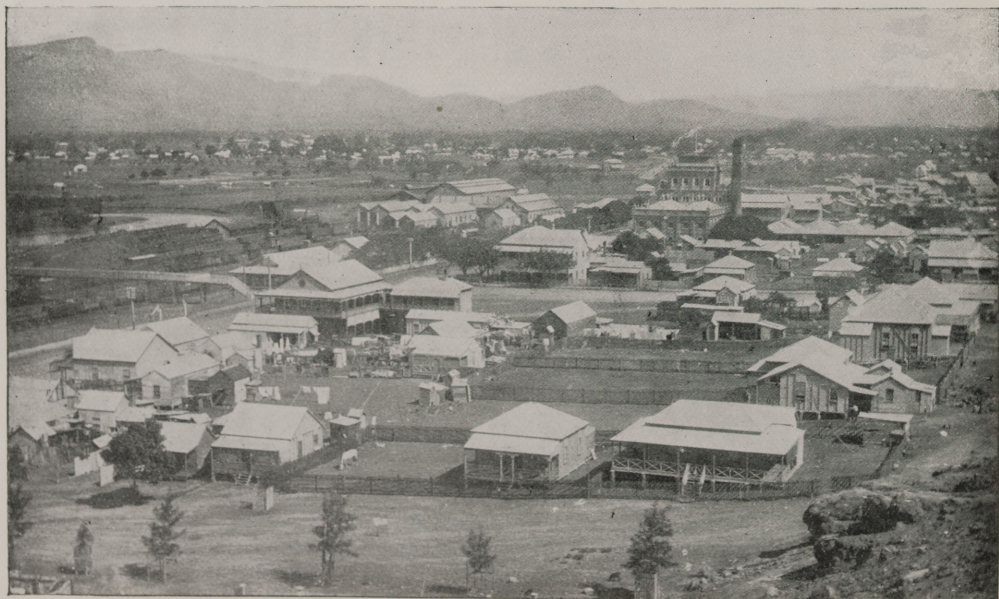
BOWEN, NORTH QUEENSLAND.



BOWEN, SHOWING JETTY AND MAGNIFICENT NATURAL HARBOUR.



NORTH WARD, TOWNSVILLE.



WEST END, TOWNSVILLE.

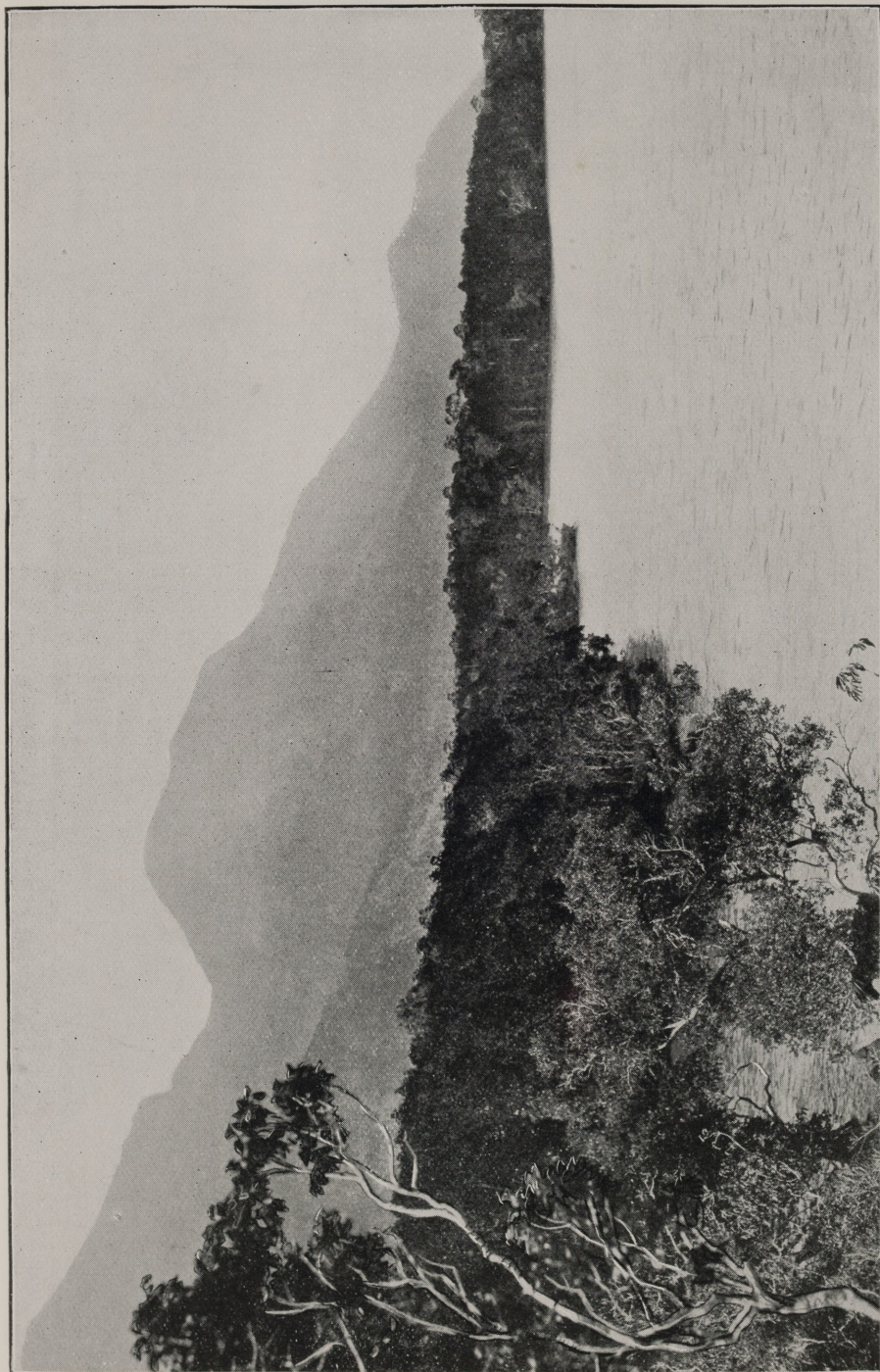
districts of Charters Towers, with an average rainfall of 22 inches per annum, a rather hot but agreeable climate is experienced, and in the locality of Atherton and Herberton, with a rainfall of 41 inches per annum, the climate is bracing and at times keenly cold. Residents with complexions such as are seen in England and Northern Europe, and energetic sturdy children with rosy cheeks, can be met with in the latter district. With all the variations of geological strata, soils, climate, rainfall, and dispositions of settlements, it will not be a matter for surprise for the reader when the great diversity of products which the North can produce is recited. Of agricultural products there are sugar, maize, bananas, pineapples, cotton, coffee, cocoa, tobacco, rice, arrowroot, cassava, ginger, pepper, peanuts, citrus and tropical fruits, sweet potatoes, English fruits, potatoes and vegetables, lucerne, oats, pasture grasses, &c.; while natural conditions favour in the highest degree the production of copra, rubber, cinnamon, nutmegs, vanilla, sisal and other fibres, tan barks, dye woods, &c. Of timber products there grow in the jungle scrubs the famous red cedar, pencil cedar, silky oak, silkwood, crowsfoot elm, yellow wood, bean, walnut, maple, &c., well known among the finest ornamental woods for furniture-making and decorative purposes that the world produces, and there are many others in abundance, of almost equal value, which are but little known, and, therefore, undervalued. Pastoral exports are represented by all that can be produced from large herds of cattle and flocks of sheep—viz., wool, hides, frozen and tinned meats, meat extracts, valuable meatworks' manure, &c.; while a sound beginning has been made in dairying, and should the production of butter exceed the large and increasing local consumption, there is a wide and open market for the surplus. In mineral products North Queensland is probably unique with the variety of its output, the area over which payable mining is spread, and the opportunities which are offered to the prospector, miner, and mining capitalist, for all of whom there is ample room for many years to come. True it is that mining is a speculative business, and there are few prizes to many moderately-paying ventures, and not a few comparative blanks all the world over, yet, though North Queensland has not been without some disappointments, faith is strong and unbounded on the part of many most qualified—by long residence, wide experience, and special technical knowledge—to know that it is, as a whole, one of the best mineral fields in Australia, or, indeed, in the world.

There is gold mined at Charters Towers, Croydon, Georgetown, Ravenswood, Hodgkinson, and Palmer; silver and silver-lead ores in the Chillagoe and other districts; copper at Chillagoe, O.K., Mount Molloy, and Einasleigh; tin at Irvinebank, Watsonville, Stannary Hills, Reid's Creek, Fossilbrook, and Annam, &c.; wolfram at Wolfram Camp, Bamford, Mount Carbine, and Koorboora; antimony at Northcote and Mitchell River; bismuth, molybdenite, and other valuable minerals in various localities; and as the country opens up and projected railways are laid, the facilities so given will lead with almost absolute certainty to the discovery of new and valuable sources of all the above minerals, and probably others besides. In addition to the attractions North Queensland has to offer to all those who desire and are competent to improve their material well-being under such a variety of conditions as has been

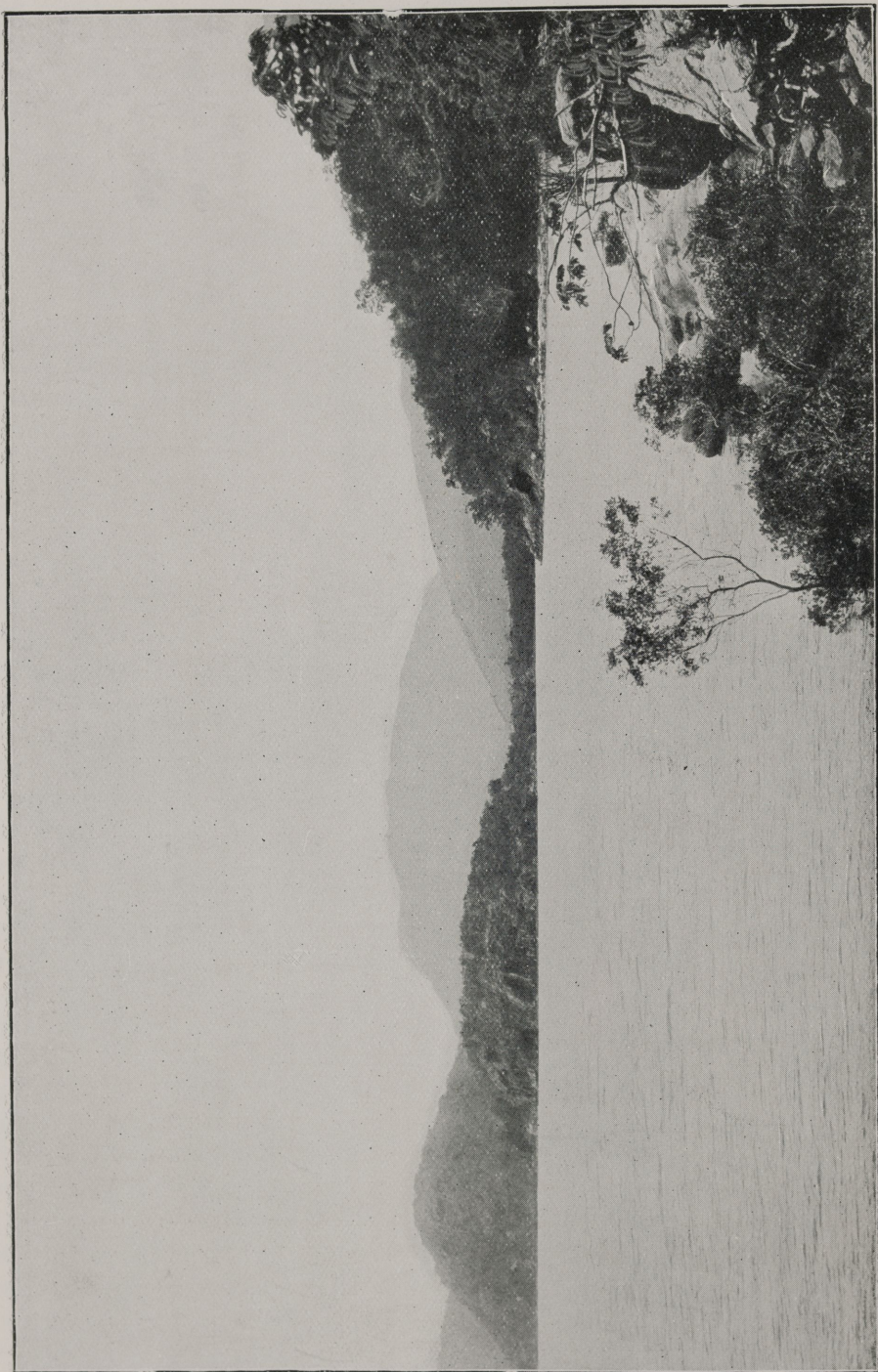
mentioned, there is another class to whom North Queensland appeals with particular force—viz., tourist, traveller, and health-seeker—for the cheerless winter months of the Southern States are those months in which the North is clothed in its most attractive garb, when the climate is salubrious, and vegetation of all kinds, vigorous after the wet season, is wearing its many hues of various greens; when the emerald-green of the sugar-cane leaf, set in red basaltic soil and backed by the darker shades of jungle verdure, is, on a bright sunshiny day a picture never to be forgotten; when the creeks and rivers flow full, and the many waterfalls and cascades, from the magnificent Barron to the more modest but none the less beautiful rivulets, as yet unknown to fame, are at their best; when the sky during the day is generally of azure blue, seeming to merge into the mountain tops half hidden in the soft blue haze as the afternoon wears on, and at night clear indigo-blue, well dotted with bright and sparkling stars, and in which is set the silver moon; when, in fact, the scenic beauties and magnificent landscape with which the North is so profusely endowed are to be seen to best advantage.

COASTAL COMMUNICATION.

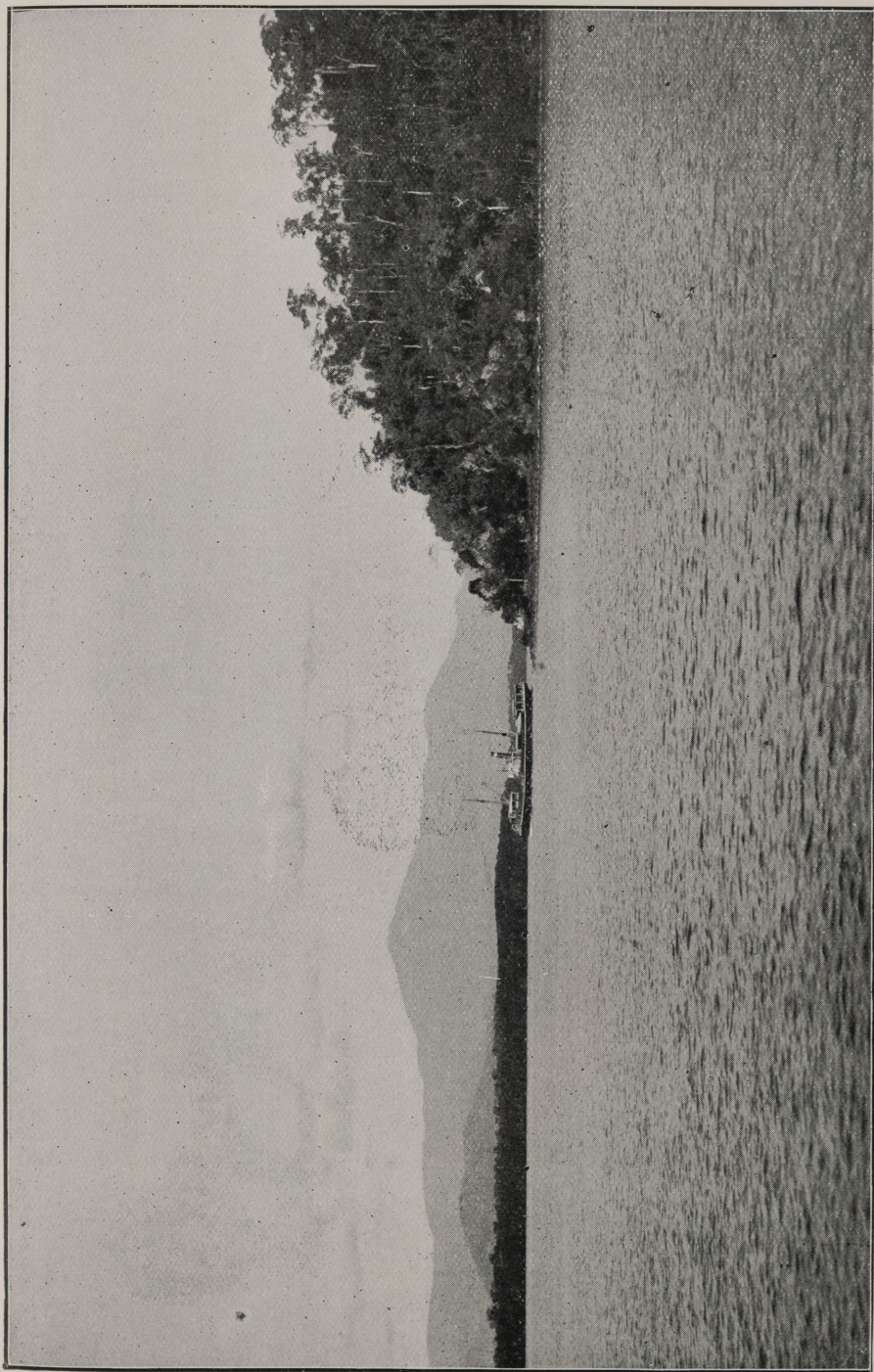
Having touched briefly on the main general features of North Queensland, reference may now be made to the means of communication between the Southern States and our Eldorado. Tourists will find most to interest them at, or near, coastal towns, or within easy access thereto by rail or coach, but the miner, settler, farmer, and working man, while finding attractions also at the coastal centres and suburbs, may need to journey more or less far into the interior by rail or coach or other means, according to circumstances of place and pocket. From all the Southern States and New Zealand, and *via* the Southern States from England, Europe, South Africa, and North America, the fine steamers of the Australasian United Steam Navigation Company, Adelaide Steamship Company, and the Howard Smith Company, in conjunction with their connecting lines, carry passengers of different classes to North Queensland ports under comfortable conditions and at reasonable rates. Full information will readily be furnished to intending travellers by the agencies and offices of the above-mentioned companies at all the principal Southern ports or wherever situated. Taking Melbourne as the starting point, a two days' journey brings the traveller to Sydney, and a like period longer to Brisbane. From Brisbane to Rockhampton is a day's journey; here is crossed the Capricorn line, and entry made into tropical latitudes, while at the same time the steamer passes from the open ocean into what is equivalent almost to a long narrow salt lake formed by the great Barrier Reef on the east and the Queensland coastline on the west. With only a few small breaks this protecting reef extends all the way to the most northern point of Australia—Cape York—and this tends to make the sea journey to the North one which may be reckoned on as likely to be more or less calm and pleasant. Rockhampton is the capital town of Central Queensland, and is the port for the famous Mount Morgan gold and copper mines, and a vast extent of rich pastoral, and not a little agricultural, country lying to the west, which gradually rises to about



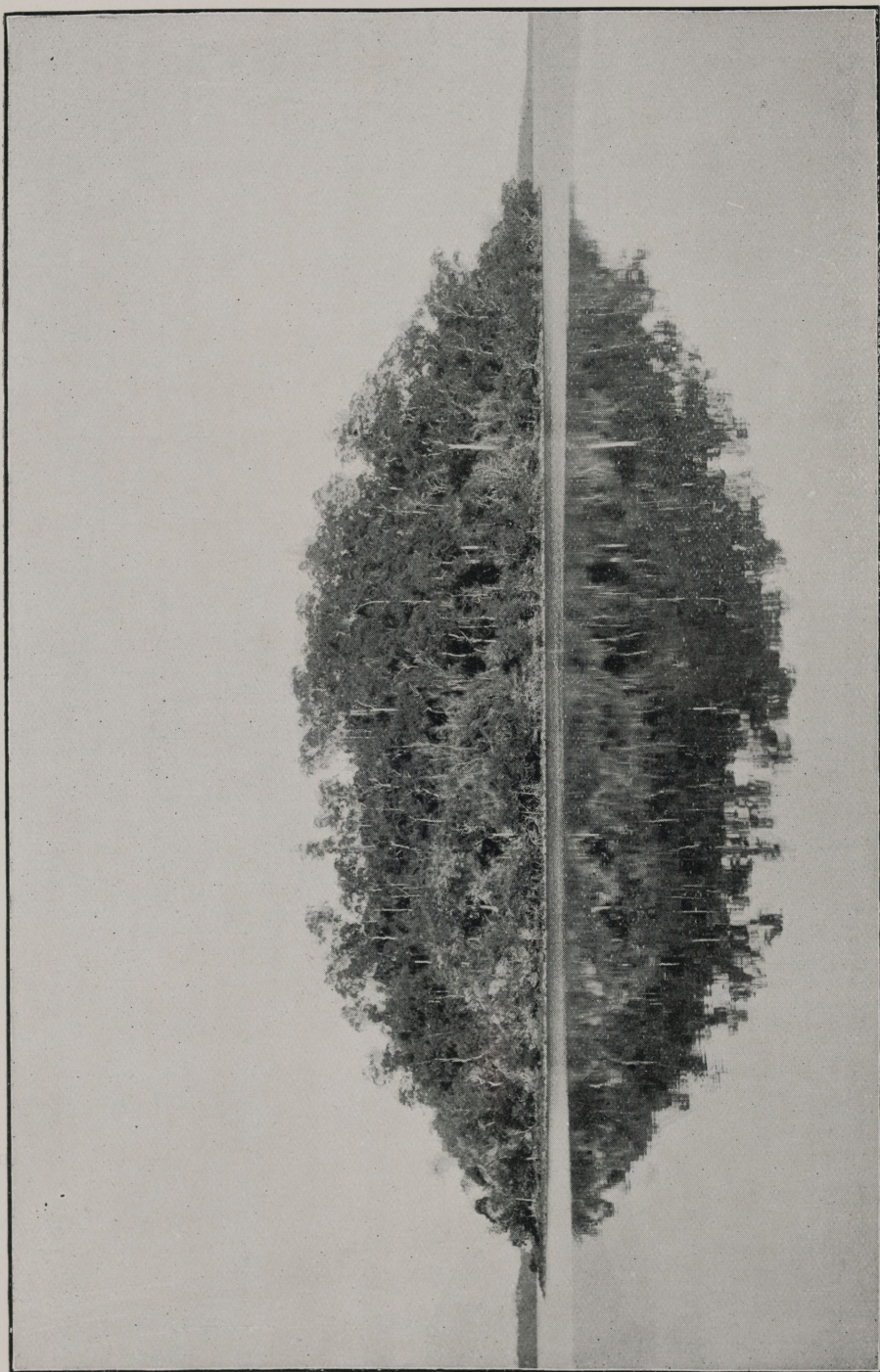
THE BLUFF, HINCHINBROOK PASSAGE.



SCENE IN HINCHINBROOK PASSAGE.



COASTAL STEAMER IN HINCHINBROOK PASSAGE.



HAYCOCK ISLAND, HINCHINBROOK PASSAGE.

1,300 feet above sea-level at a point 300 miles to the west of Rockhampton, and falls again beyond this towards Longreach. The larger steamers lie some distance from the town, and communication therewith is by lighter and launch; but unless travellers can break their journey for a few days and proceed by a later steamer there is no time to go ashore.

A short day's journey now brings the steamer to Mackay, where anchor is dropped under the shelter of Flat Top Island—attractive glimpses of coast and outlying islands will be seen before Flat Top is reached. Here, again, the town is distant a considerable way from the anchorage, and communication by tender is not convenient for the through passenger. It may, however, be said that Mackay is a comfortable well-kept town, and the centre of a large agricultural area, and practically all of that which is cultivated is under sugar-cane. Coffee cultivation, however, is receiving attention, and dairying is developing along satisfactory lines. From Mackay it is not much more than half a day's journey to Bowen, and if this is passed in daylight—whether by Whitsunday or Molle Passage—the traveller will assuredly be charmed with the beauty of the scenery. Islands are to be seen of all shapes and sizes, some wooded, some grassy, some rough and precipitous, some low and flat, most with white sandy beaches, but not a few with sheer cliffs overhanging the water, which latter varies in tint from green to dark-blue, according to the depth, character of bottom, and light at the time. Then, a few hours after passing out of Whitsunday Passage, the steamer arrives at Bowen. This is a picturesquely-situated little town, with a fine natural harbour and excellent wharfage accommodation for large ships which go alongside. Its climate is ideal, its agricultural and pastoral possibilities great, and its exports already figure well.

Townsville is next reached, after an eight-hours' run from Bowen. This is the principal port of North Queensland, and gives us the starting point for our more particular account of the country which it has been undertaken to describe. Arriving at Townsville from the South as a tourist or prospective settler, by vessels of the coastal shipping companies or others calling at that port for Eastern or European ports *via* Torres Straits, the new arrival may elect to disembark and proceed north in stages per small steamers, calling at some of the ports not accessible to the larger vessels as far as Port Douglas. Passengers from the North or South, or those travelling by the Pacific Island steamers from Sydney, may leave the larger steamers at Cairns and investigate the smaller stopping places by the convenient small steamers plying regularly to and from Port Douglas, Geraldton, Mourilyan, Cardwell, Lucinda Point, and Townsville, the base ports by which the back country is reached. [The tourist and traveller will find it more advantageous to make Cairns the starting base, while for others it is, perhaps, immaterial whether Cairns or Townsville be chosen.]

TOWNSVILLE.

This is the most important commercial centre in North Queensland, about 748 miles north of Brisbane. Besides being the port of outlet for many valuable pastoral products, such as wool, frozen meat, metallic ores and the

like, it is through here that all the gold won at Charters Towers and adjoining goldfields passes, while before long a considerable quantity of copper from the Cloncurry district is expected to be shipped away from Townsville. The port also serves as the principal distributing centre for oversea imports for the smaller centres lying to the near north and south. The town is situated on the shores of Cleveland Bay, and is to some extent protected from inclement weather on the east by Magnetic Island. Not favoured naturally as a port, the defect has to a considerable extent been remedied, though at great cost, by the erection of fine breakwaters, with jetty accommodation on the inside of the eastern one, at which large coastal and oversea steamers berth. For its size, Townsville (population, 13,000) is well equipped with business houses, banks, schools, hotels, churches, places of amusement, hospital, &c. From here starts the Queensland Northern Railway, taking a south-westerly direction to Ravenswood, Charters Towers, and Hughenden, branching thence for Winton to the south and Richmond to the west, while extension has now been completed to Cloncurry. From Townsville the land rises gradually to Burra, 170 miles out and 1,800 feet above sea-level; thence it falls gradually to the west and south-west. About 80 miles out on the main line Charters Towers is reached, but before this Ravenswood Junction is passed, from which a branch line runs to the Ravenswood Goldfield. Charters Towers (population, 21,000) is the premier goldfield of Queensland, and all those connected with gold-mining will find much to interest them there. Further on the most important mineral area is that of Cloncurry. At each side of the Northern line, for its whole distance of 400 miles, lie station properties where horses and cattle of fine quality are bred, and where immense numbers of sheep provide much of the finest wool produced in Australia. From Townsville to the south-east is railway communication with Ayr and the fertile area of the River Burdekin delta, where sugar-cane is grown by aid of irrigation, and for the crushing of which there are ample milling facilities. Hence, the chief exports of Townsville are at present pastoral products, gold, various minerals, and sugar. From Townsville a six-hours' run in the steamer represents the distance to Lucinda Point, and *en route* picturesque islands are passed.

Lucinda Point

is the outlet port for all the products of the Herbert River district, and is in tramway communication with Ingham, Halifax, and Stone River, beyond which roads lead to the tableland of fine cattle station properties, and, as yet, minor mineral areas, the most prominent of which is Kangaroo Hills tin district. The principal export is sugar, manufactured at three modern mills, which draw sugar-cane from both sides of the river for some distance along its length. Dairying is carried on to some extent, and is capable of much extension. The Herbert River district represents the southern limit of the coastal strip that runs up to the Bloomfield River just south of Cooktown, on which the rainfall on the ocean side of the Main Range runs from 80 to 150 inches per annum, and most of this falls between December and May.



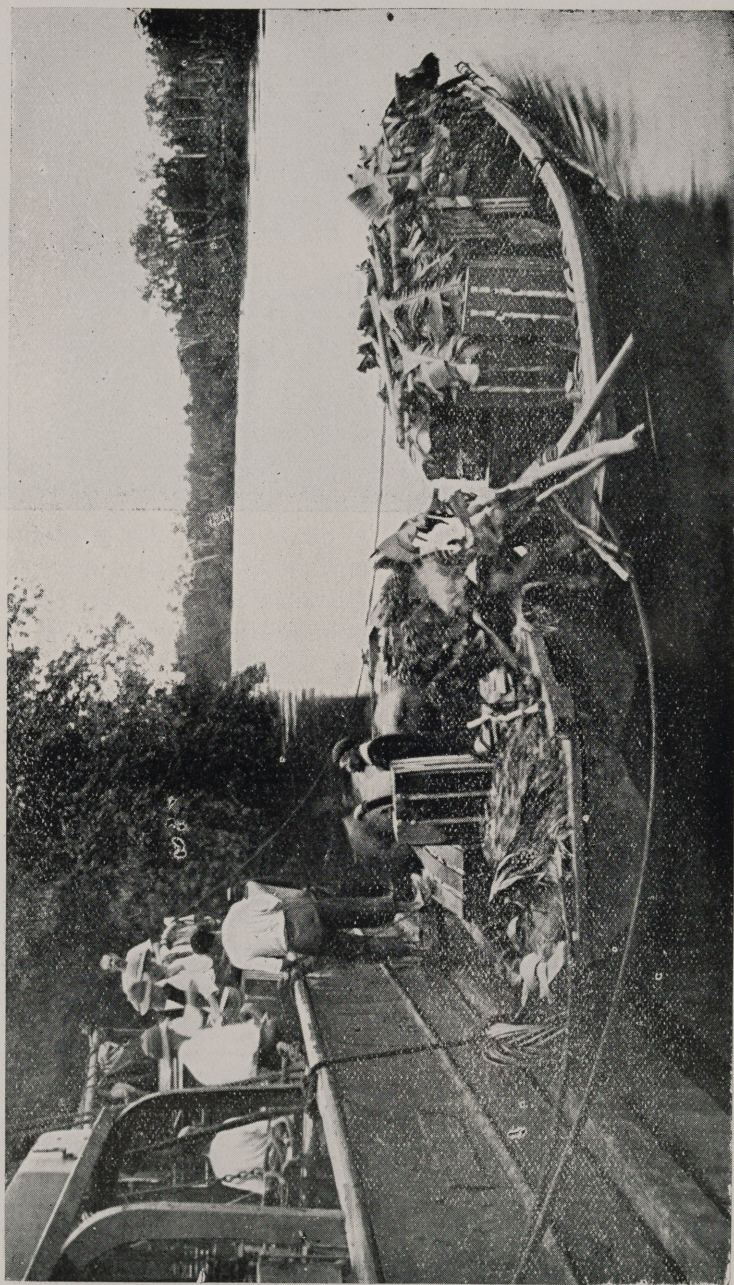
TOWNSVILLE, THE COMMERCIAL CAPITAL OF NORTH QUEENSLAND.



DAY DAWN GOLDMINE, CHARTERS TOWERS, NORTH QUEENSLAND.



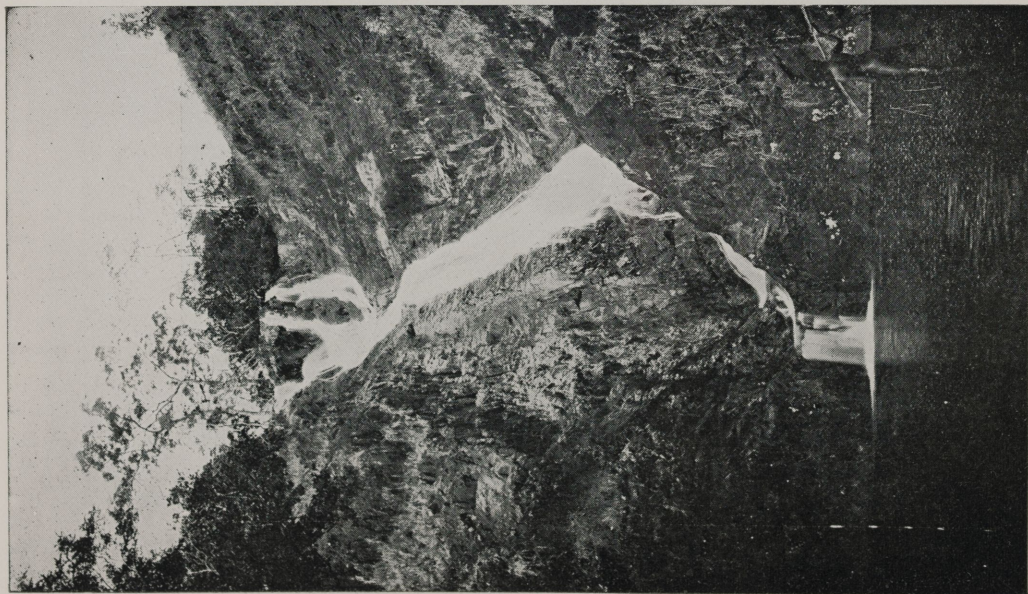
FAMILY GROUP OF ISLANDS, HINCHINBROOK PASSAGE,



CHINESE LOADING BANANAS, TULLY RIVER.



PALMERSTON FALLS, JOHNSTONE RIVER, N. Q.



SANDY CREEK FALLS, MULGRAVE RIVER, N. Q.

Hinchinbrook Channel.

From Lucinda Point, coming further north, small steamers take the Hinchinbrook Passage, a channel lying between the mainland and an island of the same name. This is one of the most lovely trips that can be made in North Queensland, and, on fine days—and it is usually fine during the winter season, when tourists visit North Queensland—the picturesqueness of the scenery calls for almost extravagant language to adequately describe it. Wooded headlands, tortuous passages, tumbling waterfalls from frowning heights reflected in the blue sea, make pictures which fascinate every lover of natural beauty. The day-time journey through this charming passage is usually made by the small coastal steamers travelling from the North, hence tourists and travellers would do well to note, and take this trip as they travel southwards.

Cardwell,

the next port of call, on the shores of Rockingham Bay, was a once relatively important centre, and its district is not lacking in fertile land. It was settled early in the history of North Queensland, but a later investigation proved the existence of more suitable base ports for communication with the western continent, and Cardwell has lost the importance it once had. The district embraces the valley of the Murray and Tully Rivers, in which are many thousands of acres of rich alluvial soil, as yet covered with dense jungle, now being gradually opened up by pioneers in banana cultivation. From Cardwell the next stop is at Mourilyan Harbour.

Mourilyan Harbour.

Passing Clump Point on the mainland and the picturesque Dunk Island on the right, this stopping-place is reached after a five-hours' run from Cardwell. At Clump Point is a coffee plantation of some size; also many acres of pine-apples, oranges, mangoes, and other tropical fruits are under cultivation. Mourilyan is a fine land-locked harbour, which some day will have an importance greater than it now possesses. This port is well backed by much valuable jungle land. Though at present little else than the output of Mourilyan Sugar-mill finds outlet here, it is probable that tramline connection will be extended to Geraldton and Goondi, some 4 miles beyond the present terminus at Mourilyan Mill, and traffic then will be largely increased.

GERALDTON.

A short run from Mourilyan brings the steamer to Geraldton, a few miles up from the mouth of the Johnstone River, and situated at the junction of its main north and south branches. This is a charmingly placed town, and the scenery, both on the river and in the distance, is exceedingly beautiful. The

district lies at the foot of the Bartle Frere Peak, and the tourist who has time to spare will find much to attract in the way of scenery, waterfalls, jungle growth, &c. Geraldton is surrounded by much land of especial fertility, particularly that on the banks of the river and its branches. The latter are navigable by shallow-draught vessels for some distance from the town. The locality has the well-deserved reputation of being the wettest place in Australia, with an average rainfall of 135 inches per annum. Though a little gold and other metals and minerals have been won in the immediate vicinity of Geraldton, the great wealth of the district is represented by the output of sugar and bananas, while other tropical fruits and timber also find some export.

The place is well served by tramlines, controlled part by the sugar-factory owners and part by the local shire council, and extensions of these are in contemplation as the requirements of settlement demand. Leaving Geraldton and turning round Flying Fish Point for the north, the steamer keeps close to the coast and passes—*en route* to Cairns—the joint outlet of the Mulgrave and Russell Rivers at Woolanmaroo, the Frankland, Fitzroy, and other picturesque islands, while the high peaks of Bellenden-Ker rear their heads above the numerous peaks of lesser ranges between them and the sea. A lovely run of about four hours brings the steamer round Cape Grafton to the entrance of Trinity Bay, and quickly afterwards to one of the wharves alongside a main street of the town of Cairns.

CAIRNS.

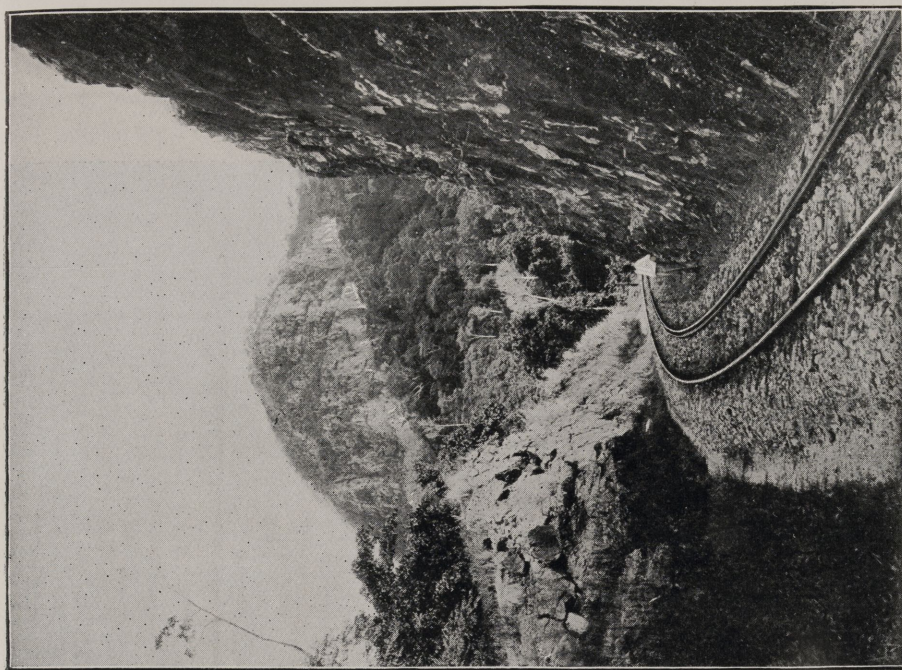
Though the youngest in point of age of the North Queensland coastal towns, Cairns (population, 4,000) is at once one of the most progressive and prosperous. It is favoured with an excellent natural harbour, and the largest intercolonial steamers berth at wharves at one of the principal thoroughfares. Ocean steamers, too, can come to the wharves when sufficient inducement offers, though they usually lie at a sheltered anchorage about 5 miles from the town to receive and discharge passengers and cargo per launch and lighter. Until the last four or five years Cairns was the largest exporter of bananas in Queensland, but the premier place in this respect must now be given to Geraldton district. Cairns has of late largely increased its export of sugar, valuable minerals and metals, maize, and fancy timbers, while its possibilities in the way of extension of these and other exports at present appear almost unlimited. Besides this, Cairns is the base from which the sightseer and tourist will find it most advantageous to start, for near by is the famous Barron Gorge and Falls, with their grand and beautiful scenery, and the now famous Atherton tableland scrubs; also the Mulgrave and Lower Russell Valleys—separated from the tableland by the Bellenden-Ker Ranges—in and near which are, besides large areas of unequalled land for tropical agriculture, numerous enchanting views of wooded mountain, running creeks, and tumbling waterfalls of purest crystal water. Further back towards the Gulf lie the many mining centres which produce valuable minerals in great variety and in ever-increasing quantity. Railway communication towards the south by shire council tramway takes the visitor past Hambledon, Nelson, and Aloomba sugar



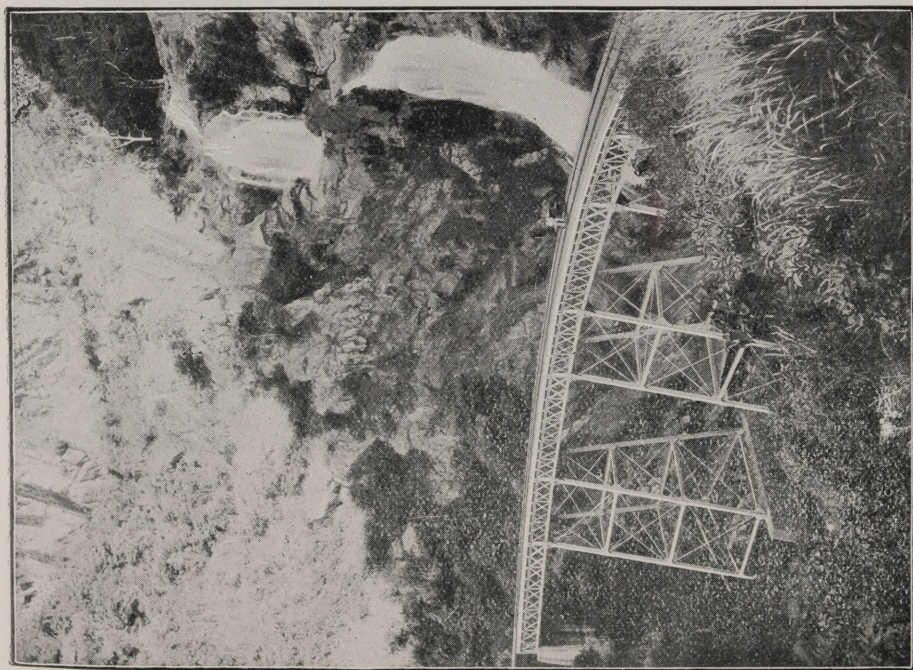
THE PARADE, CAIRNS.



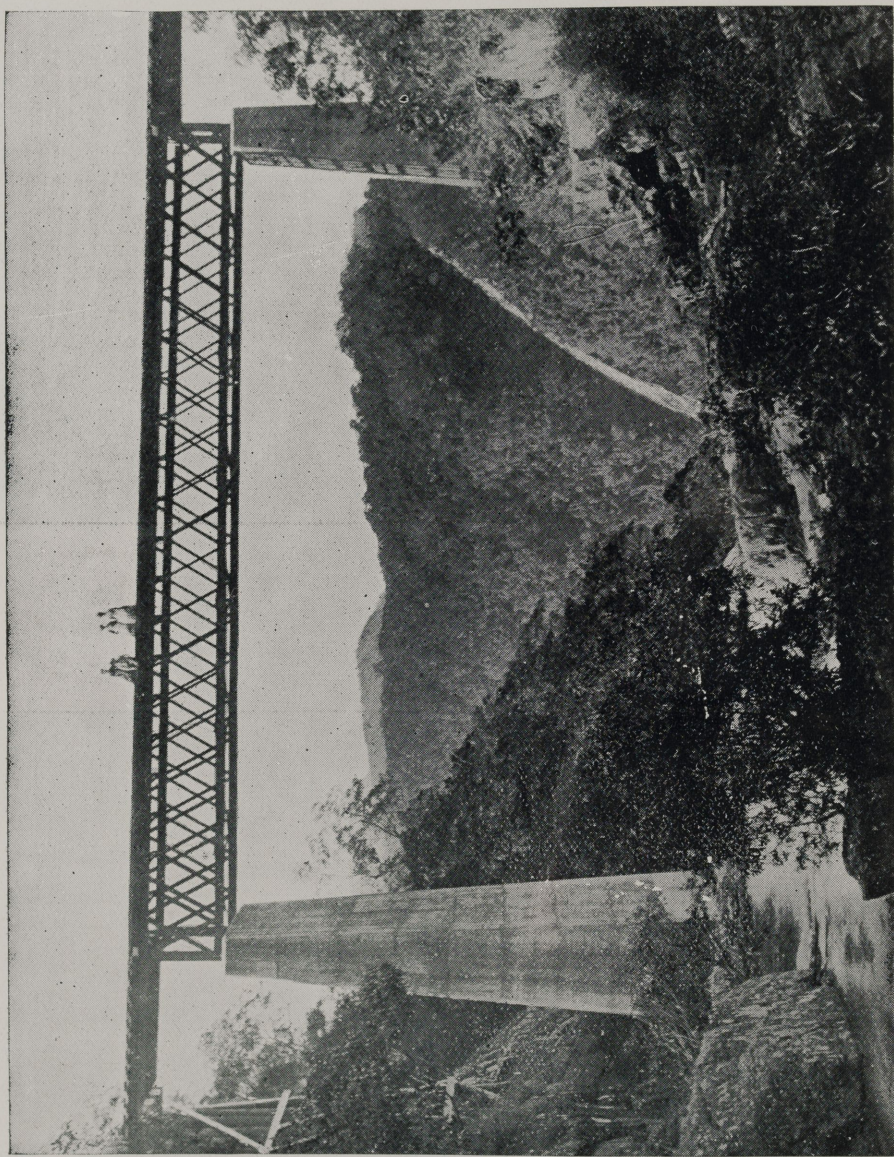
BARRON RIVER, BELOW THE FALLS, CAIRNS.



GLACIER ROCK, CAIRNS RAILWAY.



STONY CREEK BRIDGE AND FALLS, CAIRNS RAILWAY.



SURPRISE CREEK BRIDGE, CAIRNS RAILWAY.

growing and milling districts on to Harvey's Creek, beyond which it is proposed to extend the line to Babinda Creek, thus opening up for settlement a large area of rich alluvial land, which is as ready for the planter to grow sugar-cane, bananas, pineapples, maize, &c., as it is for the dairyman and farmer, who can find ample outlet at Cairns for what he may produce. From Cairns to the West the Government railway runs for some 7 miles on the Barron flats to the foot of the mountain range, and passes by the Kamerunga Nursery, where all who wish may gain valuable information and help in matters relative to the growth of agricultural products suitable to North Queensland conditions. For the next 12 miles the train climbs up and up, now negotiating steep grades, anon winding round rocky ledges, at times creeping along precipitous cliffs, again through long tunnels, past the picturesque Stony Creek Falls and Surprise Creek, while every few minutes the scene from the carriage windows as the train mounts higher and higher shows lovely wooded gorges, pretty waterfalls, and glorious views of the Pacific Ocean until at last the Barron Falls come in sight. A few minutes later the train reaches the level of the top of the Falls, where an excellent view is obtained of the Barron River as it tumbles, half fall, half cascade, for 1,000 feet into the gorge below. Beyond Kuranda the railway runs for several miles alongside the Barron River and through much country most suitable for extensive dairy farming until Biboohra is reached, 40 miles from Cairns. Here is a large and fine meatworks, temporarily closed, but which it is expected will soon be in full working order. From Biboohra a road leads to the mining centres of Mount Molloy, Mount Carbine, O.K., and Northcote, by which route connection by tramway is in course of construction. Six miles further is Mareeba, the junction of the Government and Chillagoe Company lines, the former, keeping well to the south, runs to

ATHERTON,

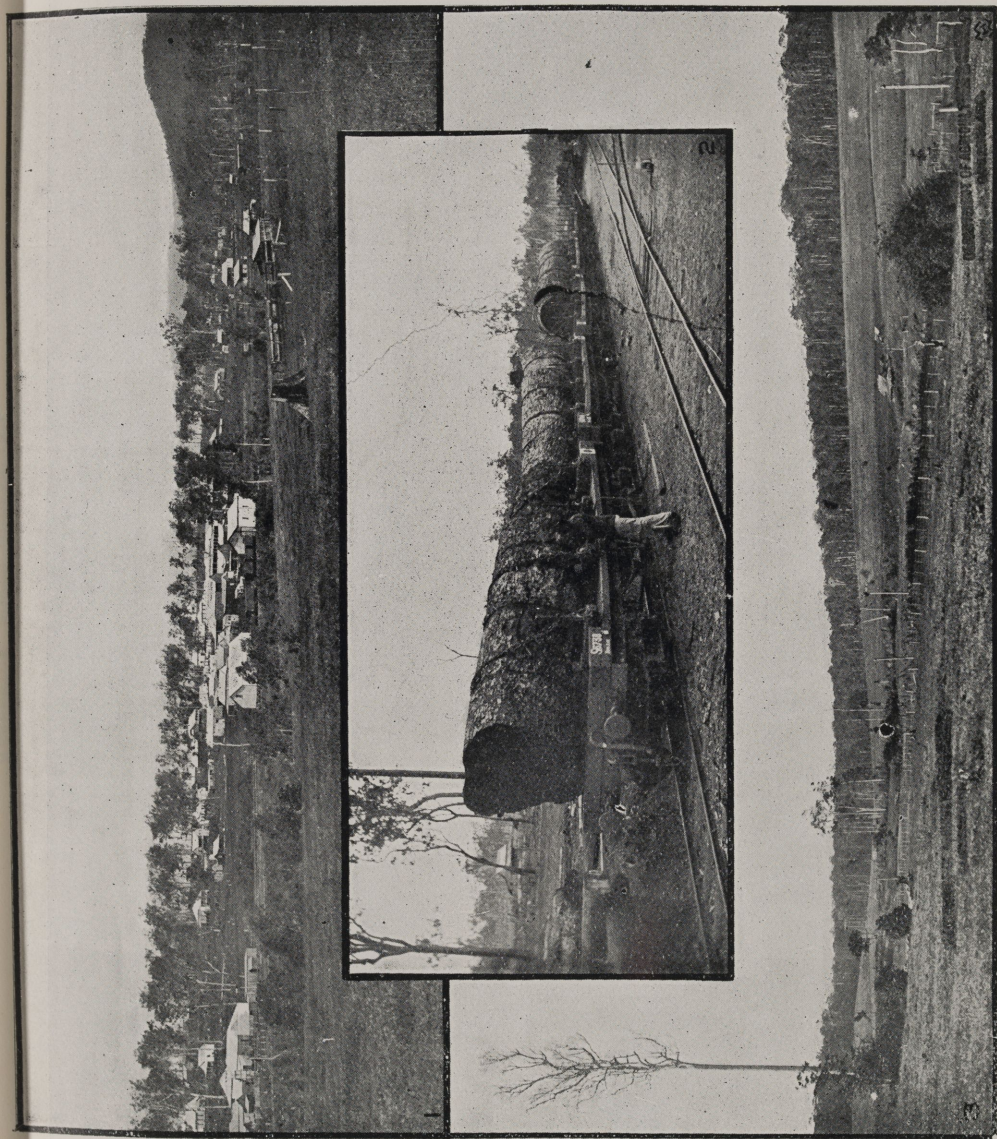
the present terminus for the wonderful agricultural area, about 3,000 feet above sea-level, known as the Atherton, East Barron, Upper Russell, and Evelyn Scrubs, a progressive district, where all interested in timber-getting, saw-milling, mixed farming, and dairying, will find much to attract and retain them as permanent settlers. The district is uniquely situated, for it is only 60 miles by rail from the expanding market at Cairns, which town is also a convenient port for shipments of produce to Australian and Eastern markets; it is, further, in railway connection, *viâ* Mareeba, with the trunk line to the West, now ending at Mungana, having various branches to other mining centres. Extension to Georgetown and the Etheridge Goldfield, and, later, to Croydon, will thus link Atherton also with the Gulf of Carpentaria at Normanston. From Atherton communication is made with Herberton—the original tin-mining centre of North Queensland—by coach. The survey has been made for a railway extension from Atherton to Herberton, which will be pushed on to the heart of the Evelyn Scrub. A branch line is projected from Tolga—a station 3 miles on the Cairns side of Atherton—to serve the timber and

agricultural lands to the east of the Barron River, in the vicinity of Allumbah and Lake Eacham, recently cut up by the Government into convenient blocks for settlers.

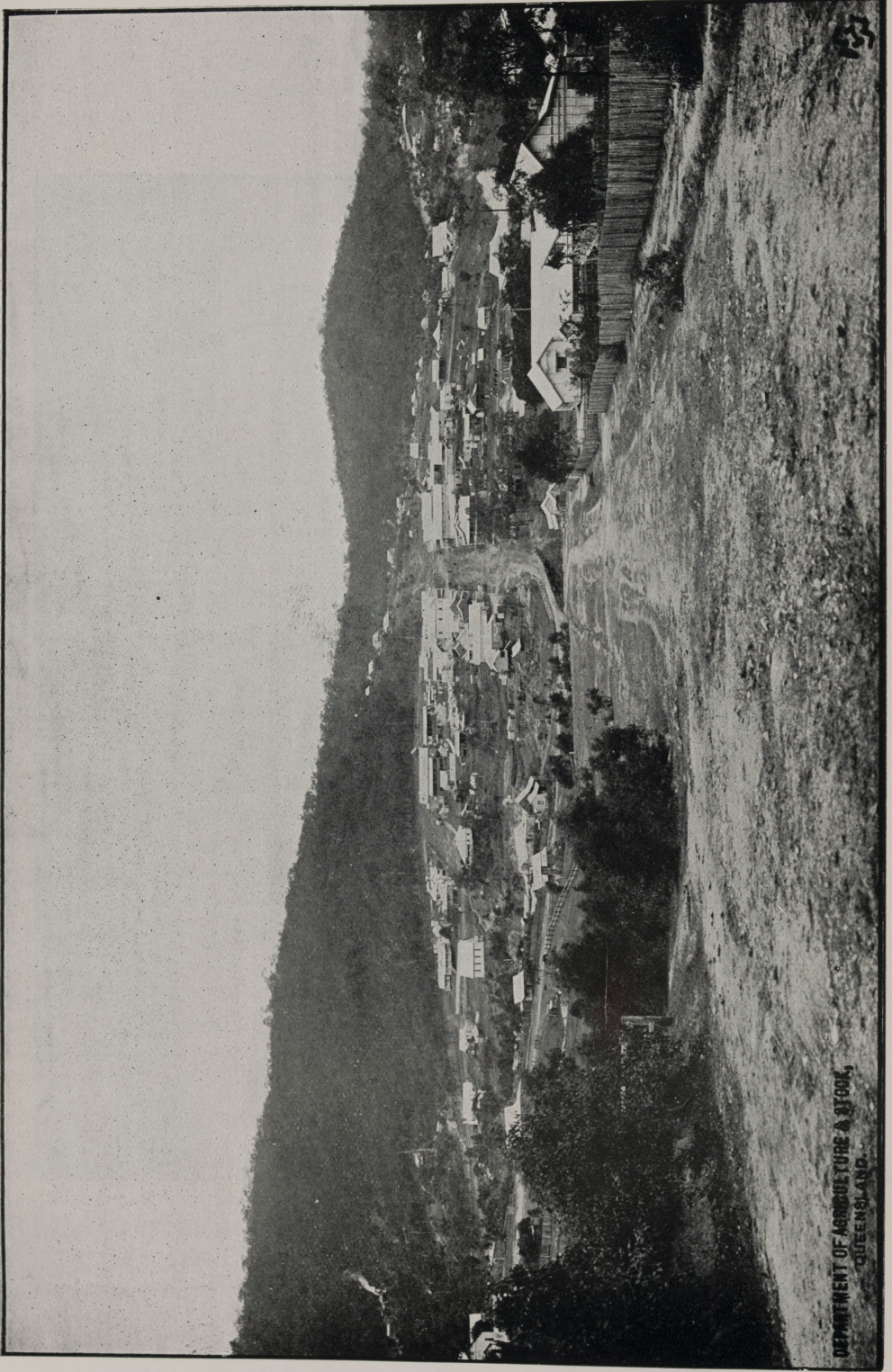
THE WESTERN RAILWAY.

From Mareeba the Chillagoe Company's line takes a westerly course, and carries the passenger past Dimbula, with the Hodgkinson Goldfield and Wolfram Camp lying to the north, on to Boonmoo, where a branch tramway connects with Stannary Hills tin-mining and milling centre, and beyond to the progressive and prosperous town of Irvinebank, a tin-mining, milling and smelting centre, where also is situated the famous Vulcan tin mine. Beyond Boonmoo, on the trunk line, comes Petford, one of the several stations where ore-getters bring their consignments for railage to Cairns or elsewhere. Next follows Lappa Junction, from which the line branches to Mount Garnet, tapping *en route* Smith's Creek, Gilmore Valley, Gurrumba, California Creek, and other tin-mining camps, all of which give exceptional promise. Beyond Lappa comes Koorboora, a milling centre for tin, copper, and wolfram, and the centre of a highly-payable district, which is as yet but lightly prospected.

Then comes Almaden, with Crooked Creek silver-lead mines and concentrators near by, and on the railway goes to Calcifer, Chillagoe, and Mungana. The two latter stations are centres for the big Chillagoe Company, Limited, which has done so much towards the opening up of this part of the continent. Chillagoe is the township, and here are situated the fine smelting works of the company, which operate on the ores railed from Mungana, Zillmanton, Red Cap, Crooked Creek, and other mines. Near by are situated caves in the limestone formation, amongst the finest of their kind in the world. Beyond Mungana a road connects with Tartana and O.K., both copper mines, and the latter an important copper-smelting centre; railway communication between O.K. and Mungana is also being considered as an alternative scheme to that already referred to—namely, Bibbohra to O.K. It is from Almaden where the proposed railway to the Gulf will branch off the Chillagoe line, and this extension will pass through Fossilbrook, a tin and copper mining camp, and on to Georgetown over the Newcastle Range. Already a branch from this intended extension is projected to the Einasleigh Copper Mine—a good show hitherto handicapped by lack of railway communication with a convenient port—and doubtless other branches will soon be justified as prospectors, working from each side of the new line, prove mineral deposits now known to exist, and others doubtless to be discovered, to be of sufficient importance to warrant such connection. At Georgetown, the centre of the wide and rich field for gold and other minerals known as the Etheridge, great development is certain to follow the advent of railway communication with the coast at Cairns and with the facilities, as the result of such connection—viz., cheaper living, less expensive supplies, lower cost of ore treatment, and influx of capital for development—it is the opinion of the most experienced and cautious judges that investors will here find one of the most payable gold and valuable mineral fields in Australia. Beyond Georgetown railway extension



THE TOWN OF AHERTON, NORTH QUEENSLAND.



DEPARTMENT OF AGRICULTURE & STOCK,
QUEENSLAND.

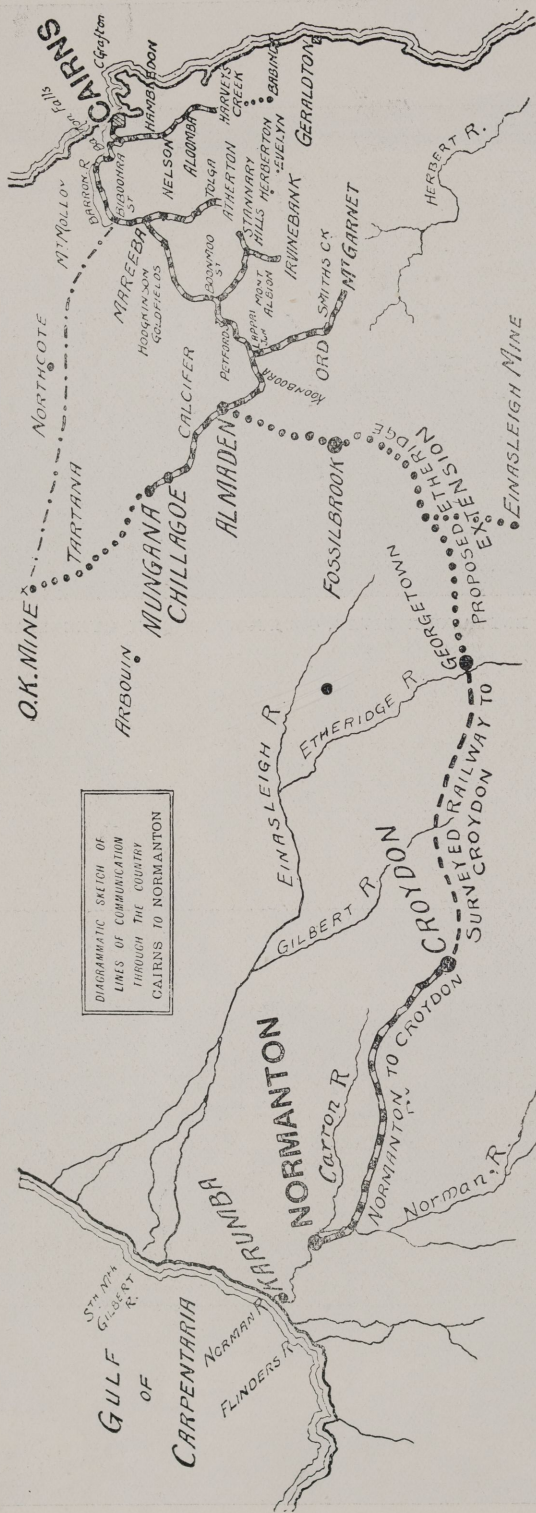
HERBERTON, NORTH QUEENSLAND.



INTERIOR OF CAVE, CHILLAGOE.



STALACTITES, HERCULANEAN CAVE, CHILLAGOE.





THE ENDEAVOUR RIVER, COOKTOWN, NORTH QUEENSLAND.



VIEW OF COOKTOWN, NORTH QUEENSLAND.



HOME RULE FALLS, UPPER ANNAN RIVER.



GREAT NORTHERN GOLDMINE, COEN.

will undoubtedly be pushed to Croydon, another goldfield of importance which, like Georgetown, will thereby be greatly advantaged, and thus add immensely to the many opportunities even now offering to those connected with mining and all its accessory business branches. Indeed, with a flow of capital and European population, both of which North Queensland much require, it is safe to say that scarcely any part of the world is likely to so well repay the genuine investor, miner, and prospector as the immense stretch of mineral country which is roughly bounded by lines drawn from Ravenswood on the South to Maytown on the North, and from Ravenswood to Cloncurry, Croydon, and round to Maytown.

PORT DOUGLAS AND MOSSMAN.

From Cairns a short run of about three hours brings the steamer to Port Douglas, a well-situated port at which large vessels can come close in to the shore, and at the wharves of which the small coastal boats berth. It was one time the port for the Herberton, Hodgkinson, and tableland country now served by Cairns, but what it has lost in the one direction it is making up in another. A large Central sugar-mill is in operation at the Mossman, about 14 miles from Port Douglas, and the manufactured sugar is brought by rail to the steamer's side at Port Douglas wharves. Beyond Mossman is Saltwater Creek, Bailey's Creek, and the Daintree River, where large areas of the highest class agricultural land await closer settlement. At Port Douglas and in the vicinity there is much to interest the sightseer and to attract the settler.

COOKTOWN.

The final stage to which reference is to be made here is that from Port Douglas to Cooktown proceeding on to Thursday Island, Normanton, and Burketown. Cooktown (population, 2,000) is situated on and near the mouth of the Endeavour River, and is of historical interest owing to Captain Cook's stay there in 1770 to repair his damaged ships. The position of the town is convenient and pleasant, and, like Port Douglas, the climate is considered very favourable for a coastal town in the tropics. A railway connects Cooktown with the Laura (300 feet above sea-level) some 70 miles to the West, but traffic is small owing to the temporary lack of enterprise in the mining district which the line serves. This mineral country has undoubtedly a favourable future, and tropical agricultural land is in close proximity to Cooktown. From Cooktown Thursday Island is next touched at and steamers travel through the Albany Passage *en route*—a most picturesque trip. Then, turning south after passing Cape York, Normanton and afterwards Burketown are reached. A railway connects Normanton with Croydon—94 miles—and the future connection of the latter town with Georgetown will then join the Gulf by rail with Cairns.

The more prominent characters of country, resources, climate, settlement, and products of North Queensland having been briefly and generally described, mention may now be made of its attractions for those it has been sought to

interest in the country, and with this a recapitulation of localities, present products, and industrial and other possibilities is given. While North Queensland has been spoken of as an Eldorado, wealth is not to be attained by the incompetent nor by the ne'er-do-weel, and no welcome is offered to such; but the industrious, intelligent, thrifty, and patient worker—with or without monetary capital—will, with the many opportunities constantly offering, more quickly and certainly attain a competency than in the Southern States of Australia, South Africa, America, or Europe.

The Pastoralist, Cattle Dealer, and Station Hand

will see sheep and cattle stations of all sizes throughout the whole tableland within the Northern and Southern limits referred to, embracing the bulk of the area known as the Gulf country, which furnishes stores and fats for a large part of Australia. In the Gulf, climatic vagaries are almost unknown, and there the business of cattle-raising, horse and mule breeding is carried on under safe and favourable conditions. Sheep stations are to be found mainly to the south, centring around Richmond, Hughenden, and Winton, where wool of high quality is grown. Large, well-equipped meatworks will be found near Bowen, Ross Creek, Alligator Creek, and Bibbohra.

Planters and Tropical Farmers

can be recommended to the coastal areas near Bowen, Ayr, Herbert River, Cardwell, Geraldton, Cairns, Mulgrave, and Lower Russell Rivers, Port Douglas, Mossman, Bailey's Creek, Daintree and Bloomfield Rivers, and Cooktown. In these localities can be grown a wide range of tropical economic crops, while dairy farming, and especially mixed farming, can be engaged in, either alone or in conjunction with tropical agriculture. Sugar-cane, bananas, pineapples, maize, &c., are grown over considerable areas, and couch, paspalum, buffalo, and other grasses provide luxuriant pastures. In small quantities are produced rice, cotton, coffee, arrowroot, vanilla, ginger, and spices, while rubber, hemp, cocoa, dye woods, tan barks, cocoanuts, and sago palms flourish, as do a wide variety of tropical fruits and vegetables. The area of fertile land suitable for this class of cultivation is immense, and in some of the above-mentioned districts several modern sugar-mills already exist for the treatment of the sugar-cane grown.

The Farmer and Dairyman,

desirous of settling under climatic conditions more akin to those of the Southern States of Australia or Southern Europe, will find in the Atherton district—which embraces the Atherton, East Barron, and Upper Russell and Evelyn Scrubs—one of the finest stretches of agricultural land in the world. Here can be grown all sorts of mixed farm products, for which there is an ever-



DAM AT GOLDSMITH'S CREEK, ETHERIDGE GOLDFIELD.



CYANIDE PLANT, DONNYVILLE, ETHERIDGE.

increasing demand, both from the connected mineral districts and from Cairns. Dairying can here be prosecuted under exceptionally favourable circumstances, and the best strains of dairy cattle are already being largely introduced to this end. The soil is of the highest quality, climate good, and rainfall sufficient and regular. There is room, indeed, for thousands of prosperous, happy, and picturesque farm homes.

The Timber-getter, Sawmiller, and Timber-merchant

should note that the tableland scrubs yield vast quantities of fancy timbers, both hard and soft, while also in the coastal scrubs, particularly in the Cardwell, Mourilyan, Geraldton, Russell, and Mulgrave districts (all of which are in more or less favourable communication with ports of shipment) timbers of high value for useful and ornamental work are procurable. Red cedar, pencil cedar, bean-tree, maple, satinwood, silkwood, beech, crowfoot elm, silky oak, walnut, Johnstone River hardwood, hickory, and pine may be mentioned. Many other timbers, at present of no commercial value, will doubtless be used later in the making of paper-pulp, and in several localities ample water-head can be obtained to furnish the requisite cheap power for such manufacture. It might also be mentioned that an industry, yet small, but capable of great development, is the collection of mangrove bark for tanning purposes from wild trees growing over a wide acreage on the coast. For this product there appears to be an unlimited market.

The Miner and Mining Capitalist

has in North Queensland a field which for extent and diversity of minerals is one of the first in the world. Payable surface shows are particularly numerous, hence the working miner and prospector has many opportunities of doing well for himself, while the success of some of the larger mining ventures, and promising indications of large bodies of ore in others, make the fields particularly attractive to the mining capitalist. Much has been found and proved even with the limited means of communication of the past, but recent railway development has facilitated further prospecting and has led to new discoveries. It is certain that further railway extension will be followed by still more discoveries, alike valuable to the working miner—whether working for himself or for a mining corporation—and also for the investor. There is gold at Charters Towers, Croydon, Ravenswood, Georgetown, Coen, Palmer, Hodgkinson, and the hydraulic-slueing areas of the Upper Russell. For tin, both stream and lode, the centres of wide districts are Herberton, Irvinebank, Koorboora, Stannary Hills, Coolgarra, Reid's Creek, Fossilbrook, and Annan, where also ore milling and dressing works are operating, and at Irvinebank a fine smelting plant. Considerable quantities of tin ore are shipped as such to Europe. Copper mines are in the neighbourhood of Zillmanton, Chillagoe, O.K., Mount Molloy, Einasleigh, Mount Garnet, Cloncurry, Tartana, and elsewhere, and at most of these places there are plants for smelting the ores to

matte or blister copper. Some of the richer copper ores are also shipped to Europe. Lead and silver-lead ores are found in the Chillagoe district and in several other localities. Part is smelted to bullion at Chillagoe, and part is shipped abroad as ore. Wolfram is produced in larger quantities in North Queensland than in any other part of the world, and is shipped to Europe for the manufacture of high-speed tool steel. There are numerous sources of supply, principally at Wolfram Camp, Mount Carbine, Bamford, Petford, and Koorboora, all accessible to the Cairns-Chillagoe trunk line. Bismuth, antimony, molybdenite, zinc ores, and minerals, &c., are found in various districts and shipped abroad. The facilities for hydro-electric power on the coast near Cairns may later prove of much benefit to the mining industry in the metallurgical treatment of refractory ores.

The Tourist, Traveller, and Health-Seeker

cannot in the Southern Hemisphere find centred such a variety of beautiful scenery, interesting and attractive sights, and variety of health-giving climate as can be found in North Queensland. From the beauties to be seen from the steamer travelling between Townsville and Cooktown, and the charm of tropical scenery on shore, whether cultivated sugar-cane or banana plantations, to the enchanting wooded gorge of the Barron River and the magnificent Barron Falls; from the balmy weather and sunny sky of the coastal areas during the winter months to the clear bracing and invigorating atmosphere of Mareeba, Atherton, and Herberton districts; from the picturesque valleys of the Russell, Mulgrave, and Johnstone Rivers to the bold peaks of the Bellenden-Ker Range, in which those rivers take their source; from the irrigation areas of the Burdekin Delta to the district of the Johnstone River, where the rainfall is measured by feet per annum instead of inches, and from the sheep and cattle plains west of Townsville to the dense jungle of coast and tableland are to be found contrasts which the tourist and traveller and health-seeker should on no account miss. Fishing and shooting are to be had on and near the coast, and tourists interested in the aboriginal natives will be charmed with the Yarrabah Mission Settlement close to Cairns. At Innot Springs, beyond Herberton, are medicinal springs in good repute for the treatment of rheumatic ailments.

The Investor

will learn much to his advantage by studying the natural resources of North Queensland, and looking into the possibilities of their development. For the carrying on of the industries connected therewith he should note the extent to which available water-power can be obtained at and near probable manufacturing centres. In other directions, too, the investor will not fail to observe, after due investigation, how both he and North Queensland can be mutually benefited by the introduction of capital into this favoured part of the continent.



THE CAULDRONS, EINASLEIGH HOT SPRINGS.



THE TERRACES, FINASLEIGH HOT SPRINGS.

The Working Man and Woman: Work—Wages: Cost of Living.

No new country can expect to develop satisfactorily without a prosperous and more or less contented working population, in receipt of good wages for good work performed, and where living expenses can, with observance of reasonable comfort, be kept well below the remuneration which the average man can earn. The working man should naturally want to save money and invest it wisely in safe interest-bearing securities, so that in his later days he may enjoy the fruits of his earlier labours and thrift. To the steady worker of all kinds—male or female—North Queensland offers particularly favourable prospects in this respect. In new countries, and North Queensland is no exception, the demand is first mainly for primary producers and their labourers; hence the most pressing requirement is for farmers, graziers, dairymen, miners, and the like. As they increase in numbers and augment the products from the soil or the mine, so does the demand for all other kinds of workers follow. Houses and townships spring up, requiring the carpenter, mason, blacksmith, plumber, painter, cabinet-maker, &c. Railway lines are built, and call for civil engineer, navy, sleeper-getter. Produce and merchandise is moved from place to place, and exported or imported, and thus gives employment to the teamster to haul, engine-drivers and railway hands to transport, and wharf labourers to handle. Then follow factories to make raw or finished products, and with them skilled tradesmen, engineers, factory hands, superintendents, &c. Settlement in time becomes closer and closer, and with it opportunities of doing well increase rapidly, conveniences and comforts follow, and living expenses become less. When a new land is rich in natural resources, such opportunities open the door to wealth, or at least comfort, for the sober and thrifty worker. Already has been indicated the wide range of production and possibilities of production in agricultural, pastoral, and mining pursuits that North Queensland offers, and a few particulars may be given as to wages now current in different occupations, as also the present cost of the main articles of food.

Wages.

In many occupations it is the custom to board and lodge working men, which costs employers about 10s. per week per man. The rates given here, however, represent the total value of wages, including cost of board and lodging estimated at 10s. per week:—

Occupation.	Weekly Wages.
Farm labourers	30s. to 32s. 6d.
Ploughmen	32s. 6d. to 35s.
Cane harvesters (contract)	45s. to 65s.
Sugar-mill hands (general)	35s. to 55s.
Station hands	35s. to 45s.
Teamsters	40s. to 45s.
Miners	60s. to 70s.
Concentrator and smelter hands	54s. to 60s.
Mine engine-drivers	66s. to 80s.
Carpenters	72s. to 90s.
Fitters	72s. to 90s.
Blacksmiths	60s. to 70s.
Labourers (general)	42s. to 50s.
Railway hands	48s. to 60s.
Bricklayers	84s. to 90s.

Cost of Food and Clothing.

Expenditure for clothing in North Queensland need be very moderate indeed. Owing to the mildness of the climate, simple clothes of light texture and cheap materials are worn. The warm and heavy clothing of Europe, America, or Southern States of Australia is unsuitable for North Queensland.

Food.

The costs of articles of diet given below apply to the charges now levied at coastal towns. The rates for inland townships run about $\frac{1}{2}$ d. to $\frac{3}{4}$ d. per lb. higher, except in the case of meats, which are usually cheaper in the interior than on the coast. The prices in all cases refer to 1 lb. weight:—

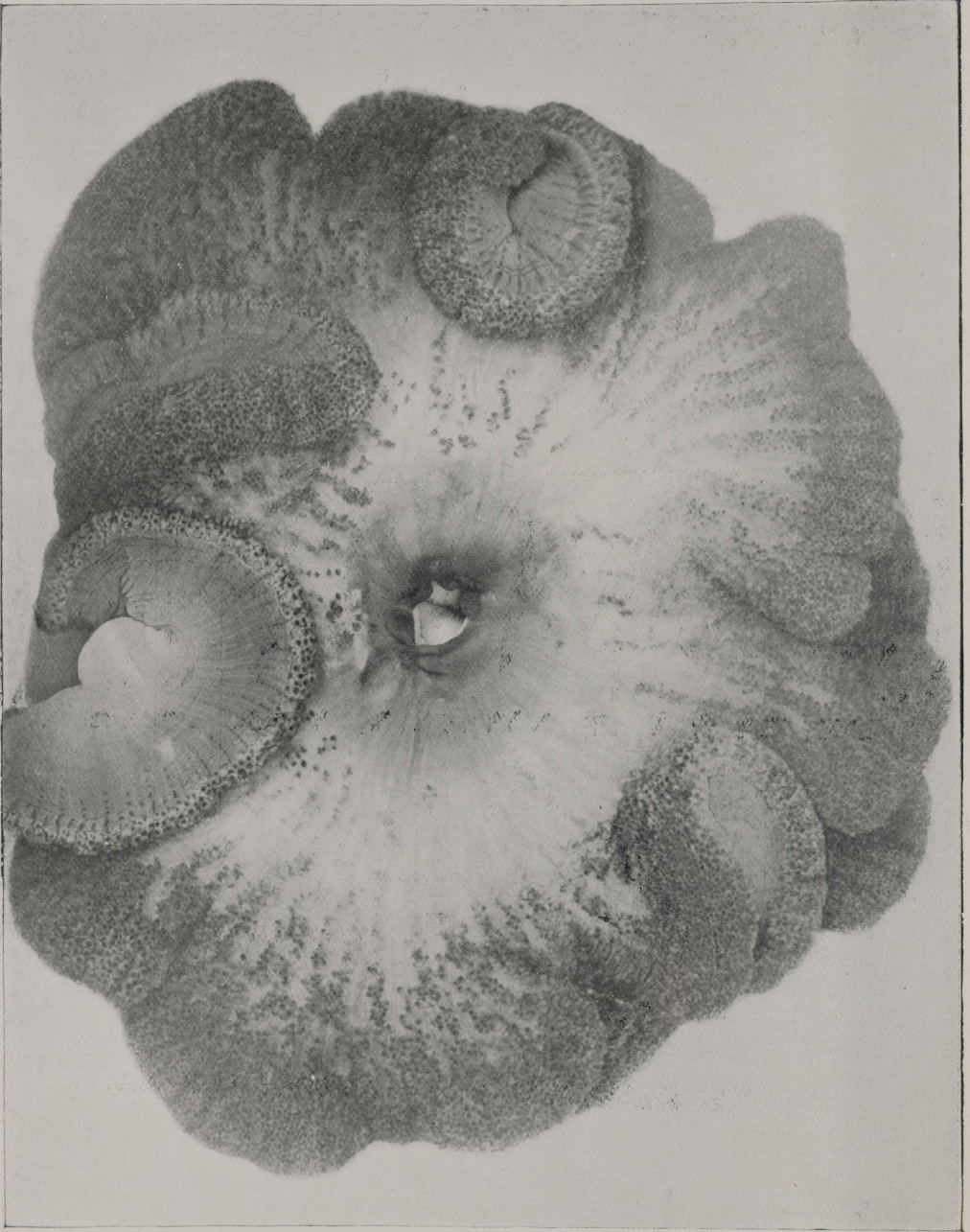
Article.	Pence per lb.
Beef	3d. to 6d.
Mutton	3d. to 6d.
Pork	6d. to 7d.
Flour	1 $\frac{1}{4}$ d.
Potatoes (English)	$\frac{3}{4}$ d. to 1 $\frac{1}{2}$ d.
Potatoes (Sweets)	$\frac{1}{4}$ d. to $\frac{1}{2}$ d.
Tea	12d. to 18d.
Coffee	12d. to 18d.
Sugar	2 $\frac{1}{2}$ d.
Butter	12d. to 18d.
Bacon	9d. to 11d.
Rice	2 $\frac{1}{2}$ d.
Oatmeal	1 $\frac{3}{4}$ d.
Raisins	6d. to 7d.
Currants	5d. to 6d.
Salt	$\frac{1}{2}$ d.
Jam	4d. to 6d.
Golden Syrup	1 $\frac{1}{2}$ d.

Rent and Hours of Work.

House rents will (by Europeans outside of Australia) be considered high in the principal towns, but the resident in the country districts and suburbs of the towns can procure easily and cheaply freehold allotments, on which simple inexpensive cottages can be built, and thus, so to speak, live almost rent free, which prospect, in Europe, is remote for all but a favoured few. The rule regarding working hours is 8 hours a day for miners and skilled tradesmen, 10 to 11 hours per day in sugar factories during the crushing season of five to six months, 10 hours a day for labourers in agricultural and pastoral pursuits, and 8 to 10 hours per day for clerks, shopkeepers, assistants, and the like.



QUEENSLAND PEARLS (NAT. SIZE).



GIANT ANEMONE, DISCOSOMA, S.P. (TWO-THIRDS NAT. SIZE).

NORTH QUEENSLAND: HOW TO GET THERE.

(a) *From England and Europe, viâ Suez Canal* (transhipping to coastal steamer at Sydney or Brisbane).—By the P. and O., Orient Royal Mail, North German Lloyd, and Messageries Maritimes Companies. Direct—calling at Townsville—by the British-India Company. *Viâ Cape of Good Hope*—transshipping at Sydney—by the White Star, Aberdeen, Lund's Blue Anchor, Commonwealth, Federal-Houlder-Shire, and other companies.

(b) *From South Africa*.—By any of the above lines from England or Europe, calling at Cape Town or Durban, *en route* to Australia; also by other irregular steamers, all with transshipment at Sydney.

(c) *From Canada and United States*.—By Canadian Pacific Line, sailing from Vancouver, *viâ Hong Kong*; by Canadian-Australian Line from Vancouver, *viâ Brisbane*; and by American-Australian Line from San Francisco, *viâ Sydney*. Also from North American Eastern ports by Atlantic lines, *viâ Europe*.

(d) *From China, Japan, and Eastern Countries*.—By the vessels of the Eastern-Australian, China Navigation, and Nippon Yusen Kaisha Companies; also by the Burns-Philp Singapore Line, all direct for North Queensland ports.

(e) *From other Ports of Australasia*.—By the steamers of the Australasian United, Adelaide, and Howard Smith shipping companies; also the Burns-Philp Island Line. These companies carry passengers from Southern States to all North Queensland ports, and have connecting lines from New Zealand, Tasmania, and South Sea Islands.

WHEN TO COME TO NORTH QUEENSLAND.

The best time for the tourist or intending settler to arrive in North Queensland is in the months of early winter—say, May, June, or soon afterwards. This period represents the beginning of the fine, dry, and comparatively cool weather, and is the time when work of all kinds is usually most brisk in agricultural, mining, and allied industries.

HINTS.

The tourist will be well advised not to bring an undue amount of heavy clothing. Soft washing and light-weight garments are the most suitable wear for the North, and, as is customary in the tropics, light woollen garments should be worn next the skin. The settler also should be chary of bringing many belongings of any kind with him, as Southern and European purchases may be found ill-adapted to the needs of his new home. Everything required by

the settler is procurable in the towns of North Queensland at fair prices. Settlers, therefore, will be wise to bring money rather than outfits, and grit, courage, character, and determination than either, if it has to be a choice of one of the three.

LOCALITY AND ALTITUDE OF, AND RAINFALL AND TEMPERATURE AT, SEVERAL TYPICAL NORTH QUEENSLAND TOWNS.

(Based on Queensland Government Records—Figures are Averages of Several Years.)

Place.	Miles from Nearest Coast. Direct.	Feet Above Sea Level.	Rainfall in Inches.				Number of Wet Days.				Mean Temperatures, F.				Whole Year.		
			Quarter.				Quarter.				Quarter.				Rainfall in Inches.	Number of Wet Days.	Mean Temp., F.
			1st	2nd	3rd	4th	1st	2nd	3rd	4th	1st	2nd	3rd	4th			
Bowen	On coast	Sea level	27	4	2	4	33	17	8	12	80°	71°	67°	78°	37	70	74
Townsville	On coast	Sea level	31	3	1	7	35	15	7	13	82°	73°	70°	80°	42	70	76
Ingham (2)	14	30 (?)	44	10	3	9	39	23	10	14	...	...	...	...	66	86	...
Geraldton	4	25	69	38	13	15	50	45	25	21	79°	72°	68°	76°	135	141	74
Cairns	On coast	Sea level	49	16	4	8	48	33	18	24	81°	74°	71°	79°	123	123	76
Port Douglas (2)	On coast	Sea level	45	13	3	10	34	22	12	18	...	...	...	...	71	86	...
Cooktown	On coast	Sea level	39	14	3	5	51	38	23	22	82°	77°	74°	81°	61	134	78
Herberton	On coast	2,800	25	7	2	7	41	28	13	17	73°	61°	61°	71°	41	99	67
Maytown (2)	70	400 (?)	28	2	1	7	43	8	3	15	...	...	...	...	38	69	...
Charters Towers	66	1,004	14	3	1	4	25	11	7	9	82°	71°	69°	81°	22	52	76
Chillagoe (1) (2)	100	1,154	26	4	...	12	28	6	1	12	...	...	...	...	42	47	...
Georgetown	164	870	21	1	1	6	33	5	2	13	82°	74°	71°	...	33	53	78
Croydon	100	361	18	1	1	6	32	4	2	13	87°	78°	76°	80°	26	51	82
Normanton	20	32	25	2	...	8	32	4	1	11	86°	78°	75°	87°	35	48	82
Cloncurry	204	630	9	1	1	5	19	5	3	9	86°	71°	68°	85°	16	36	77

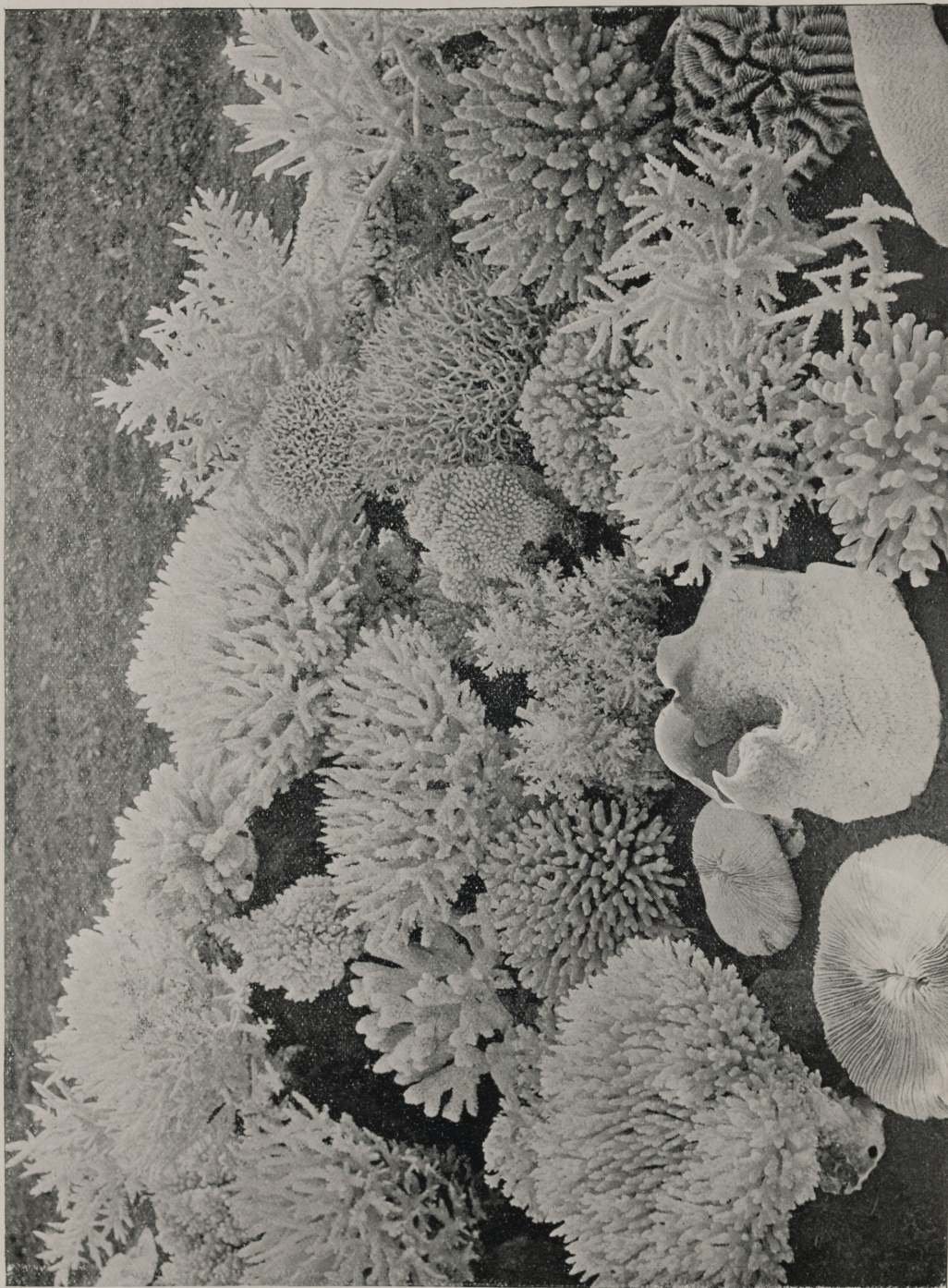
(1) Rainfall—Average of Three Years Only.

(2) Where figures are not shown records are unreliable or unobtainable.

Rainfall figures are given to the nearest full inch, and Temperatures to the nearest full degree, Fahrenheit.



AN OUTER BARRIER REEF, WITH SUBMERGED BECHE-DE-MER.



BLEACHED CORAL SPECIMENS FROM THE GREAT BARRIER REEF.

EXPORTS.**EXPORTS FROM BOWEN TO BURKETOWN INCLUSIVE.**

In 1906 the total exports from the above ports amounted, according to official figures, to £4,000,000, not including Queensland trade. These exports can be classified as follows:—

Product.					Value.
Pastoral	...	...	...	...	£1,220,000
Agricultural	...	...	...	...	600,000
Mineral	...	...	...	...	1,850,000
Miscellaneous	...	...	...	...	330,000

Townsville holds the premier place for exports, which consist of gold, wool, frozen meat, tallow, sugar, and live stock, amounting in value to £2,000,000.

Cairns is the second port in importance and value of exports. From here are shipped tin, copper, silver, and lead as metals, mattes, and ores; also wolfram, molybdenite, antimony, bismuth, and other minerals and ores, as well as sugar, bananas, maize, and fancy timbers, to the total value of £1,000,000 per annum. The combined value of the exports from the other North Queensland ports amounts to £2,000,000 per annum.

Bowen.—Frozen meat, sugar, and live stock.

Thursday Island.—Pearls, pearl-shell, and bêche-de-mer.

Lucinda Point (Dungeness).—Sugar.

Geraldton.—Sugar and bananas.

Cooktown.—Gold, tin ores, and bêche-de-mer.

Normanton.—Gold, wool, and frozen meat.

Port Douglas.—Sugar.

Burketown.—Pastoral products.

PRODUCTION.

The following figures indicating the production of several principal articles of export from North Queensland are in the main summarised from official reports of the Queensland Government, and refer to the year 1906:—

Metals and Minerals.—The total value of production of metals and minerals was £2,450,000; gold contributed £1,300,000; copper, in metal, matte, and ores, £460,000; tin, in metal and ores, £450,000; wolfram, £65,000; while silver, lead, molybdenite, bismuth, &c., contributed the balance of the total value.

Sugar.—About 50,000 acres of sugar-cane were cultivated, of which about 40,000 acres were harvested. This yielded over 70,000 tons of raw sugar, to the approximate value of £850,000 (in bond).

Wool.—Most, though by no means all, of the wool produced in North Queensland passes through Townsville. The value of the exported wool from that port in 1906 was over £500,000.

Bananas.—Some 3,600 acres of bananas were cultivated, the yield from which was 2,100,000 bunches of that fruit. The value at the shipping ports of this quantity may be taken at £100,000.

Meats form a considerable item in the products of the North. Most of this passes through Townsville.

Maize.—Over 10,000 acres of maize were cultivated for a yield of about 325,000 bushels, valued at, approximately, £44,000.

Timber.—Over 2,000,000 super. feet of timber was shipped from Northern ports in 1906.

It can be safely said that only the fringe of the possibilities of agricultural and mineral production is represented by the above statistics.

Figures Showing Progress of Cairns.

As indicating the very rapid rise of the district of which Cairns is the port, the value of total exports in two-yearly periods, from 1899 to 1906, inclusive, are given below. The amount and variety of the resources of this district are unequalled, and its early and extensive development is assured.

Two-Yearly Period.					Value.
1899-1900	...	...	...	...	£504,000
1901-1902	...	...	...	...	807,000
1903-1904	...	...	...	...	1,153,000
1905-1906	...	...	...	...	1,978,000

Statistics Showing Capital, Dividends, &c., of Principal Mines.

1906.

IN THE HERBERTON WARDEN'S DISTRICT

there were nineteen registered mining companies carrying on operations. The capital of these companies varied from a modest £500 up to £650,000.

Dividends paid during the year 1906 ranged from £7,350 by the Gilmore Tin Syndicate, on a capital of £9,000 to £50,600 by the O.K. Copper Syndicate on a capital of £45,000.

Other large dividends for the year were—

The Vulcan Tin Mine	...	...	£36,666
The Mount Molloy Mine	...	...	20,000

There are now 572 mineral leases in force in the Herberton district, covering 7,581 acres, and 596 miners' homestead leases, covering 3,159 acres.

Population of district, 12,800.

Revenue of offices of Warden, Land Agent, and Clerk of Petty Sessions in 1906, £11,000.

The value of tin won in 1906 was £386,000, and of copper £393,000, in the above district.

By Authority : GEORGE ARTHUR VAUGHAN, Government Printer, William street, Brisbane.

